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Davis, Charles

National highways and
good roads everywhere

[S.I.]

[1930]

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- 9 300 [4] p. : +b map ; +c 28 cm. ++
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National Highways and Good Roads Everywhere

By CHARLES DAVIS, C. E.

Life Member and Member Legislative Committee

American Road Builders Association

Life Member American Automobile Association

Member National County Roads Planning Commission

Founder, Trustee and President National Highways Association

Box 307

ROAD building, maintenance and operation is now the greatest industry of our people. Good roads and the improvement and beautification of their surroundings are more than paid for by (a) savings in gasoline, tires and repairs to motor vehicles, (b) by gains in values of real estate, saving of time, etc., (c) by gains in our political future to help "bind the States together and thus perpetuate and preserve the Union." We have had local road and State highway development helped by Federal Aid, but we have not yet succeeded in bringing about the building of National Highways. We cannot solve our highway problem and give adequate transit facilities except by a system of National Highways. We are on the eve of gaining them. We have outgrown town or township roads for county use, and county roads for state use. For inter-state highways, there are no state boundaries any more than there are county boundaries for state highways. Our states are but larger counties in the nation. And so our people are demanding that the Federal government shall solve the highway problem of the nation, as they previously demanded that the state should solve it for the state.

UNITED STATES HIGHWAYS

Why not profit by the experience of the past and immediately adopt the effective policy of having the United States Government own, build, and forever maintain the system of 100,000 miles of United States highways now designated and being marked with the shield of the United States?

Our states would not today permit their counties to dictate the terms and conditions under which state highways should be built. These states would scout the idea of leaving to their counties the building of state highways passing through the counties. The nation cannot permit the states to dictate the terms and conditions upon which our United States highways shall be built. The nation cannot permit the states to build them piecemeal. The nation must do the work, pay for it, and afterwards maintain our great system of United States highways. Roads which will cover the country with a network of primary inter-state highways which will thus, at one cost, become the main trunk roads for the communities through which they pass—the towns and townships, the counties, the states and thus the nation. Only the nation can build these roads heavy enough, wide enough, straight enough for our national industrial and military needs.

Such a system of United States highways will be paid for out of general taxation. So paid, the cost will be

equitably distributed. The densely populated states and the large cities will pay most of this cost, about 90 per cent, leaving only 10 per cent to be paid by the farming communities of the West, the Mississippi Valley, the Southwest, and the South. These rural areas will gain about 90 per cent of the mileage, but there will result no hardship or unfairness to the populous states and urban centers, any more than state highways have been to the cities, that mostly paid for them, because, after all, they gain the most by the automatic gravitation of wealth to themselves.

NATIONAL HIGHWAYS

These three systems of highways—United States, state, and local (county, township and town), should be built around a fourth and greater system of National Capital to Capital Highways—50,000 miles—industrial and military highways, to carry the fast, the heavy, and the through traffic. This traffic would be fed to them over the system of United States highways, which, in turn, would collect it from the state highway systems, with which the local roads would connect. Such a system of national highways would redound to, and be commensurate with, the greatness of our country.

By a four-fold system of highways, National—United States—State—Local (County, Town or Township), there would be an impetus as yet unthought of given to road building. Authority and responsibility would be logically and economically divided and fixed without conflict. Uniformity and efficiency would be established. Standards of construction and maintenance would be raised. The nation would be given good roads by a well-balanced, connected system of national, state, and local roads reaching out to the most remote parts thereof. They would be built in a short time and with economy. The money would all go into roads, and the cost would be equitably distributed upon those communities best able to pay for them.

A step towards the above end was made on June 4, 1929, when Senator Lawrence C. Phipps of Colorado, Chairman Senate Committee Post Offices and Post Roads, and Representative John M. Robison of Kentucky, Member House of Representatives Committee on Roads, introduced into Congress a "Joint Resolution" to create a commission to study, report and recommend for establishment and maintenance of a national system of express motorways. The commission is to be composed of eleven members, two appointed by the President of the Senate, two by the Speaker of the House of Representatives, and seven by the President of the United States, all to serve without pay. The seven members appointed by the President are to represent

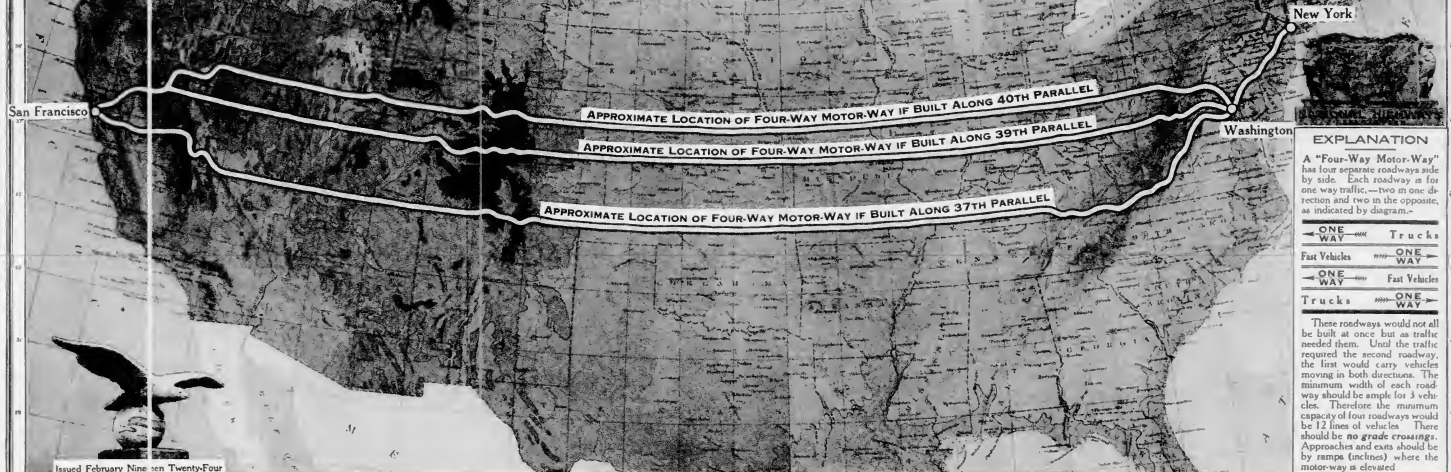
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WASHINGTON, D. C.



THREE TENTATIVE LOCATIONS FOR A PROPOSED NATIONAL HIGHWAY FOUNDATION

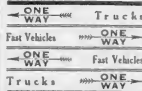
A Monument and free Gift to the Nation from the Members of the National Highway Foundation to the People of these United States of America
"Let the Members be the People"

FOUR-WAY MOTOR-WAY WITH NO GRADE CROSSINGS FROM THE ATLANTIC TO THE PACIFIC



EXPLANATION

A "Four-Way Motor-Way" has four separate roadways side by side. Each roadway is for one way traffic—two in one direction and two in the opposite, as indicated by diagram—



These roadways would not all be built at once but as traffic needed them. Until the traffic required the second roadway, the first would carry vehicles moving in both directions. The minimum width of each roadway should be ample for 3 vehicles. Therefore the minimum capacity of four roadways would be 12 lines of vehicles. There should be no grade crossings. Approaches and exits should be by ramps (inclines) where the motor-way is elevated.

Issued February Nineteen Twenty-Four

NATIONAL HIGHWAY FOUNDATION

STATISTICS OF THREE SUGGESTED TENTATIVE LOCATIONS

Line	Approximate Length	POPULATION			
		In Counties Traversed	In Counties Adjacent	North of Traversed and Adjacent Counties	South of Traversed and Adjacent Counties
North Line along 40th Parallel	2900 MILES	14,732,702	9,223,710	40,596,044	41,158,164
Central Line along 39th Parallel	2700 MILES	13,727,630	7,702,127	48,546,360	35,734,503
South Line along 37th Parallel	2900 MILES	14,003,165	6,001,058	56,673,343	29,033,054

NATIONAL HIGHWAY FOUNDATION

THE object shall be to designate, promote, finance, locate, establish, build, operate and maintain, without profit, a National Highway with Air-Ports from the Atlantic Ocean to the Pacific Ocean across the United States of America, with all the rights, powers, duties, privileges and discretions necessary or required for said purposes and with the further right and power to convey to the United States of America said National Highway with Air-Ports in whole or part from time to time without cost to the Government of the United States and without profit to the National Highway Foundation or the members thereof but in the Spirit of Public Service as a Monument and Free Gift to the Nation from the Members of the National Highway Foundation to the People of these United States of America.

AMERICA First in the Air

PUBLISHED UNDER DIRECTION
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ASSOCIATION**
WASHINGTON, D. C.



THREE TENTATIVE LOCATIONS FOR A PROPOSED NATIONAL HIGHWAY FOUNDATION

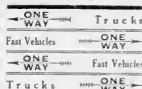
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STATISTICS OF THREE SUGGESTED TENTATIVE LOCATIONS

Line	Approximate Length	POPULATION			
		In Counties Traversed	In Counties Adjacent	North of Traversed and Adjacent Counties	South of Traversed and Adjacent Counties
North Line along 40th Parallel	2800 MILES	14,732,702	9,223,710	40,596,044	41,158,164
Central Line along 39th Parallel	2700 MILES	13,727,630	7,702,127	48,546,360	35,734,503
South Line along 37th Parallel	2900 MILES	14,003,165	6,001,058	56,673,343	29,033,054

PROPOSED NATIONAL HIGHWAY FOUNDATION

THE object shall be to designate, promote, finance, locate, establish, build, operate and maintain, without profit, a National Highway with Air Ports from the Atlantic Ocean to the Pacific Ocean across the United States of America, with all the rights, powers, duties, privileges and discretions necessary or required for said purposes and with the further right and power to convey to the United States of America said National Highway with Air Ports in whole or part from time to time without cost to the Government of the United States and without profit to the National Highway Foundation or the members thereof but in the Spirit of Public Service as a Monument and Free Gift to the Nation from the Members of the National Highway Foundation to the People of these United States of America

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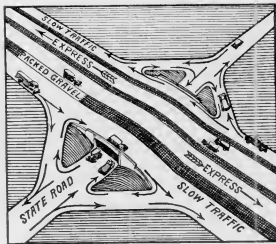
Agriculture, Commerce, Postal Service, War, Labor, Finance and Traffic (industrial, military, aviation). The joint resolution should pass at once. All those interested in the improvement of our highways—meaning over 100,000,000 of us—should write their Senators and Congressmen urging its passage. In 1912 General Coleman du Pont, a Founder, Trustee and Chairman of the Board of National Councils of the National Highways Association, urged the passage of a similar bill. We have waited too long and should all get busy on the job of writing to our legislators.

But this is not enough. The studies, reports and recommendations of this proposed United States Motorways Commission, while of the utmost importance and in fact essential and necessary, will take much time—several years. We need action now. We can get such action very easily and economically by the passage of a bill now before the Senate of the United States known as S. 309. This bill was introduced by Senator Daniel O. Hastings of Delaware, April 18, 1929. This bill is exactly like S. 1900 introduced December 17, 1927, by Senator George H. Moses of New Hampshire; for Senator Coleman du Pont of Delaware. Senator du Pont's bill was the expression of the thought and judgment of one of our leading and greatest business men. A man of great attainments, wide experience and success. It is a marvelous piece of legislation drawn for the best interests of the people of the United States, and provides for the immediate surveys and then by appropriation without further legislation the building of a great central highway, originally visualized by the accompanying map, issued February, 1924, at the Chicago Convention and Road Show of the American Road Builders Association. Senator du Pont's bill is a wonderful and far reaching piece of legislation. It not only provides for immediate needs but looks forward thru the ages to come in the life of our nation. Under the provisions of S. 309 this great central highway will not only become self supporting, but its cost will be repaid to the nation and eventually become a source of continuing and increasing profit to the Federal Government and the states thru which it passes. It requires no new financing by the National Government. Existing legislation already provides the means. Under the provisions of S. 309 a system of 50,000 miles of thru industrial and military National Capital to Capital Highways, connecting all our 48 states, can be financed, built and maintained so each individual state and the Federal Government will derive a continuous and ever-increasing direct profit thruout the future life of our people. England is now building under a similar plan—we should do the same and also now. There can be no plan for express motorways that does not include a central highway from the Atlantic to the Pacific. This being true why not build it now as an example for those others that will be recommended by the United States

Motorways Commission, or any other reporting body. Obviously we should and now by the immediate passage of S. 309. Again let us urge that we all write our Senators and Congressmen to that end.

For many years we had report following report, examination and recommendation following each other in regard to the Panama Canal. Nothing happened. We did not get the canal built. Not until President Theodore Roosevelt asked for the passage of a bill authorizing him to build the canal did we get action. The law authorizing the building of the Panama Canal took only 125 words. After the United States Motorways Commission has examined, reported and recommended a national system of

highways "A Bill" for the building of such a system need not take more than 126 words. Such "A Bill" has long (since 1916) been advocated by the National Highways Association. It will in no manner whatsoever interfere with the operation, growth and extension of the present Federal Highway Act giving aid to our state highway systems and establishing our present system of U. S. Highways so marked. In fact such "A Bill" will enable even greater appropriations being made towards Federal Aid and will help bring such aid to our 3078 counties in our 48 States thru the work of the National County Roads Planning Commission organized by the American Road Builders Association, the Lee Highway Association and the National Highways Association.



Proposed method of meeting the traffic problem where the motorway crosses the state highways or streets. The utilization of this type of crossover makes possible a continuous flow of traffic to and from the motorways, at all four entrances or exits. Traffic never crosses itself.—By courtesy of Lester F. Barlow, President, Union Highways Association.

tion, and in which The Asphalt Association, the Portland Cement Association, the National Paving Brick Manufacturers Association, the General Crushed Stone Association, the Standard Oil Company, American Tar Products Company, Warren Brothers Company, Universal Portland Cement Company, etc., etc., have memberships. A bill for such Federal and State county aid is being advocated for passage by Congress. In this connection the members of the National County Planning Commission met President Hoover at the White House on December 11, 1929 to present to him the purposes and plans of the Commission. Much of our unemployment would thus be taken care of because such legislation would operate thru each and every county of the nation for a public improvement which is the only one that pays for itself in the doing. Good roads are the only public work upon which any amount we choose can be spent per annum and at the same time decrease the cost of living.

President Hoover will likely prove himself a greater organizer of our national life than any previous President and, like President Roosevelt with the Panama Canal, should be given the power to at once build and forever maintain a system of National Express Motorways—National Highways. Not until this is done will we gain for the Nation what we need to connect our 48 States by thru industrial and military National Capital to Capital Highways.

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TITLE